CONSTRUCTION DETAILS

A. INSTALL 21 FT. STEEL POLE WITH 70 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, RELOCATED VIDEO DETECTION CAMERA (INSTALL NEW VIDEO DETECTION CABLE AND MOUNTING HARDWARE, NEW VIDEO DETECTION CONTOLLER, AND POLE MOUNTED CABINET, CONTROLLER AND ALL NECESSARY EQUIPMENT. (NOTE: 1-4 IN. PVC 90 DEGREE BEND)

B. INSTALL 23 FT. STEEL POLE WITH TWIN 70 FT./50 FT. MAST ARMS, VEHICULAR SIGNAL HEADS, SIGNS, OPTICOM, DETECTOR AND VIDEO DETECTION CAMERAS. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

C. INSTALL 21 FT. STEEL POLE WITH 60 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

D. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)

E. USE EXISTING HANDHOLE

F. USE EXISTING CONDUIT

G. USE EXISTING CONTROLLER (SEE GENERAL NOTE 6)

H. INSTALL VEHICULAR TRAFFIC SIGNAL HEAD ON EXISTING STRUCTURE

J. REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT

K. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE

L. ABANDON EXISTING LOOP DETECTOR

M. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)

N. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED)

O. INSTALL HANDHOLE

P. INSTALL 6 FT. X 6 FT. LOOP DETECTOR ENCASED IN 1/4 IN. FLEXIBLE TUBING (4 TURNS)

Q. INSTALL MICROLOOP PROBE SET

R. INSTALL 1 IN. LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT (FOR DETECTOR SLEEVE)

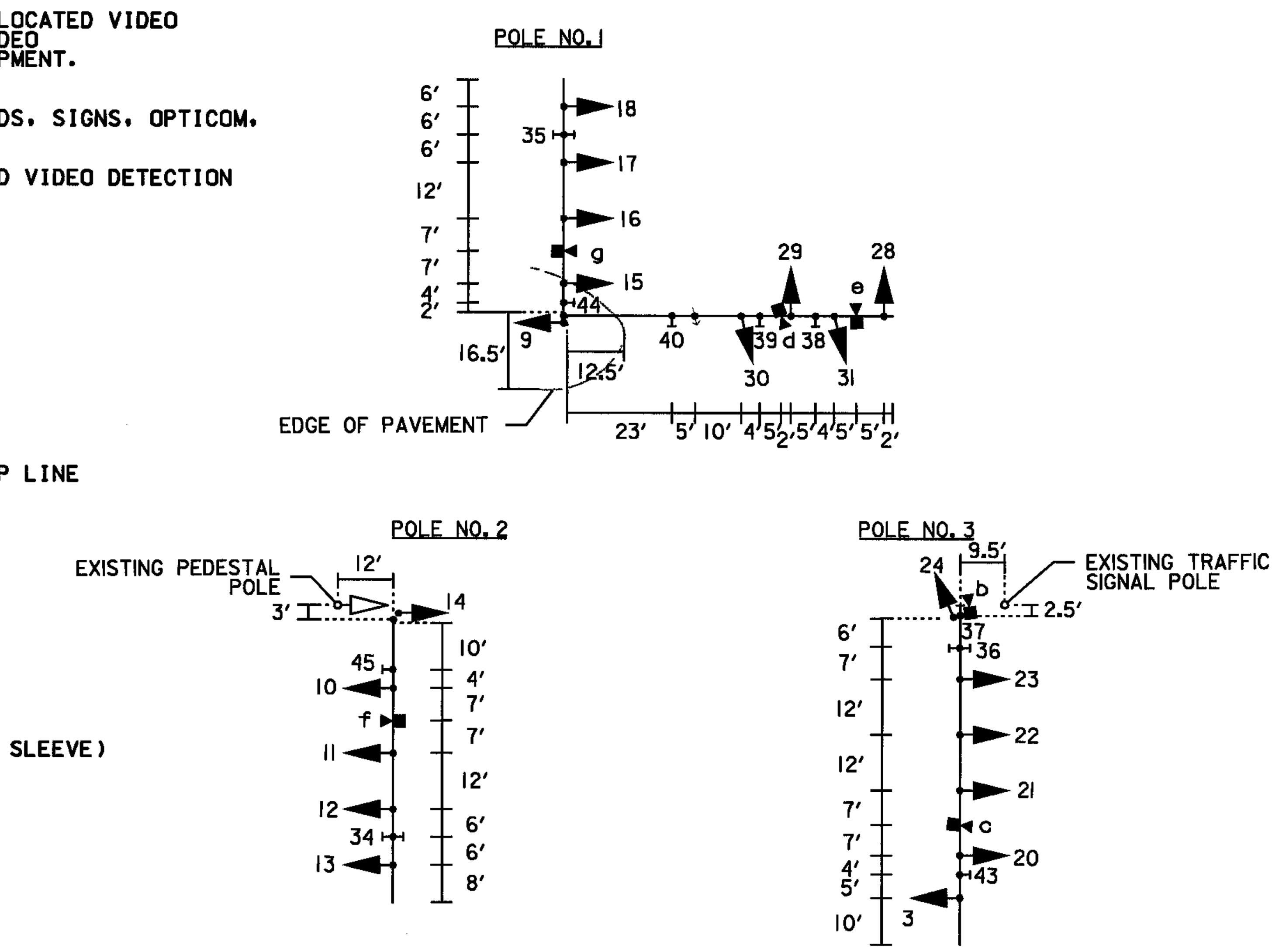
S. INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED (FOR DETECTOR SLEEVE)

T. REMOVE FOUNDATION 12 IN. BELOW GRADE

UTILITY LEGEND

—G—G—	GAS MAIN
—W—W—	WATER MAIN
—S—S—	SEWER MAIN
—E—E—	ELECTRIC CABLES
—A—A—	AERIAL CABLES
—T—T—	TELEPHONE CABLES
—FO—FO—	FIBRE OPTIC CABLES

SIGNAL HEAD AND SIGN LAYOUT



GENERAL NOTES

1. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

2. WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.

3. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE. THE CONTRACTOR SHALL NOTIFY THE SHA SIGNAL SHOP 72 HOURS PRIOR TO CONSTRUCTION TO COORDINATE THE DISCONNECTION AND RECONNECTION OF ALL CABLES PROPOSED TO RE-ROUTED AT SOUTH OSBORNE ROAD.

5. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF EXISTING STEEL POLES, MAST ARMS, SIGNAL HEADS, AND SIGNS AS NOTED ON THIS PLAN. EXISTING SIGNAL HEADS SHOWN ON THIS PLAN TO REMAIN SHALL NOT BE REMOVED. THE CONTRACTOR SHALL DISPOSE OF ALL ABANDONED CABLE.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE PROPOSED HANDBOX IMMEDIATELY ADJACENT TO THE EXISTING CABINET. THE CONTRACTOR SHALL NOTIFY THE SHA SIGNAL SHOP 72 HOURS IN ADVANCE OF CONDUIT MODIFICATIONS AT THE CROOM ROAD CABINET. THE CONTRACTOR SHALL DISCONNECT AND PULL ALL EXISTING SIGNAL CABLE TO THE EXISTING HANDBOX, INSTALL NEW 4 INCH CONDUIT (USING THE EXISTING CONDUIT BENDS), TERMINATE ALL PROPOSED SIGNAL CABLE TO THE APPROPRIATE TERMINALS, AND RE-ROUTE ALL SIGNAL CABLE TO REMAIN TO THE EXISTING CONTROLLER.

7. THE CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS TO AVOID IMPACTING THE DRAINAGE CULVERT WHEN INSTALLATION THE FOUNDATIONS AND CONDUIT FOR POLE NO. 1 AND NO. 2.

8. THE CONTRACTOR SHALL ENSURE THE EXISTING TRAFFIC SIGNALS REMAIN OPERATIONAL UNTIL THE MODIFICATIONS ARE COMPLETE.

SHA: PG 558 A53/B53 TOD: AT718-03

STV Incorporated
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BY: THOMPSMA

APPROVALS	
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	
OFFICE DIRECTOR	

ORIGINALS ON FILE

REVISIONS	
H PROVIDE EXCLUSIVE LEFT-TURN PHASING ALONG SB US 301 AT S. OSBORNE AND NB & SB AT MD 382 SHA NO. AT7185185	3/2005
STV MRK	
G REPLACE NE POLE AND MAST ARM AT S. OSBORNE RD; ADD VIDEO DETECTION AND NB EXCLUSIVE LEFT SHA NO. PG-2545176	2/2003
STV BAB	
F COMBINE OSBORNE WITH MD 482 INTO ONE INTERSECTION, ADD NB E/P LT TURN AT MD 382 TIMS# E365	2/2001
CJS	

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

US 301 (CRAIN HIGHWAY) AND
SOUTH OSBORNE ROAD/MD 382 (CROOM ROAD)

TRAFFIC SIGNALIZATION PLAN

SCALE 1" = 30' DATE 1-11-88 CONTRACT NO. 23855T2507427

DESIGNED BY S.R. BARANOWSKI	COUNTY PRINCE GEORGE'S
DRAWN BY R.R. ZACHERL	LOGMILE 16030110.34
CHECKED BY E.M.M.	T.I.M.S. NO. G531
F.A.P. NO.	TOD NO.

DRAWING NO. TS-2366-H SHEET NO. 1 OF 2

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